

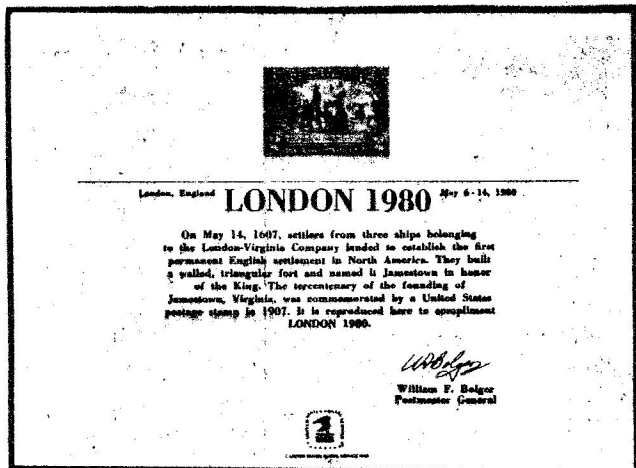


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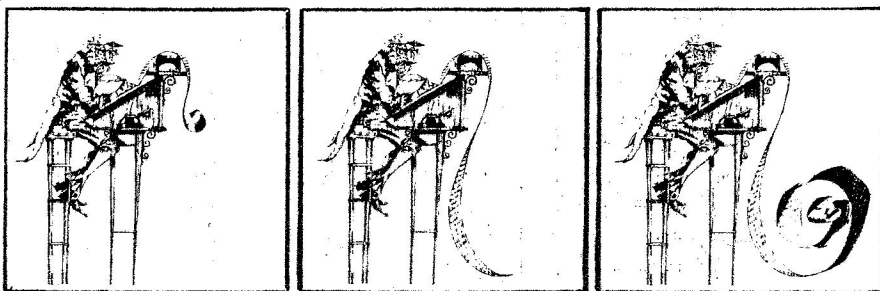
"LONDON 1980"

MAY '80



The U.S. Postal Service will issue this souvenir card in mint condition only honoring LONDON 1980, May 6-14, London, England.

Editorial by John Kellas III



The United States Postal Service is now officially asking for increases in most of the postal rates. For the public-at-large this means a 20% first class rate to take effect early in 1981. This will also effect the RPA in 1981, the cost of monthly mailing will increase dramatically. The yearly dues of \$3.50 per member will be insufficient to cover the cost of printing and mailing the "H & T" along with all the other RPA costs of operation. For the first time in many years the RPA should consider an increase in the yearly dues of members. The club has managed to hold down the cost of dues, but inflation has caught-up and the time is fast approaching for action. A motion will be made at the first May meeting to form a committee to study this problem and present a plan sometime in the fall of '80 after the summer break.



ROCHESTER P.O.

The Philatelic Window at the Main Rochester Post Office (the General Mailing Facility, on Jefferson Rd. in Henrietta) is open additional hours every Second & Fourth Wednesdays from 6:00pm-8:00pm in the evenings.



May Meetings

- May 8 - Andy Hale will present an evening program dealing with stamp investment potentials in today's fast-moving philatelic market. 8:00pm.
- May 22 - Walter Orton's program concerns the 3¢ green and plating it out

NOTES

Please remember to return borrowed RPA books to the Library.... Nominations are still open for all RPA offices. Please submit nominations during the meetings..... Iranian stamps are now on the U.S. official embargo list, along with stamps from N. Korea, Cuba, Vietnam, and Cambodia. Zimbabwe (Rhodesia) can now be imported.



- May 6 CANADA, Endangered Wildlife, two 17¢ stamps, Atlantic Whitefish & Greater Prairie Chicken
- May 16 U.S., Bicycling 15¢ embossed envelope
- May 20 U.S., Dolly Madison 15¢ regular diminutive size
- May 29 CANADA, Rehabilitation & Gardening 17¢ stamps
- May 31 U.S., Emily Bissell 15¢ stamp

RPA member, Larry Mortararity won the Grand Award at POLKAPEX'80 for his exhibit of Hungary Postal History.

Write on

Just for today, let's say the "P.S." above stands for Postal Service. The U.S. postal people would like to see you write more personal letters and have even issued a new postage stamp with the words "P.S. Write Soon" scrawled on it.

Don't laugh. Considered historically, the 15-cent stamp is a better bargain than you might think. When Abelard Reynolds became Rochester's first postmaster in 1812, rates were based on how far letters traveled: 6 cents up to 30 miles, 10 cents for 80 miles, 18 cents for 150 miles, and 25 cents for anything over that. Back then, 50 cents was a full day's pay for the average worker.

Reynolds, who doubled as an innkeeper, was postmaster for a record 17 years. He kept all incoming and outgoing mail in a pigeon-hole desk; during the first six months, receipts totaled \$3.42.

Business improved. In 1829, Reynolds built the largest office building west of Albany — an arcade with indoor shops, a meeting hall and, of course, a post office, which faced Main Street East. He no sooner opened for business than he lost his job because of the spoils system.

Almost 30 years later, a group of men gathered in his arcade and founded Western Union, the revolutionary telegraph company that sent messages at a speed no postal system could match.



Rochester's most important

Upstate

By Edwin Sayers

Sunday, April 20, 1980/UPSTATE/23



contribution to the Postal Service was the Cutler Mail Chute, which first appeared in 1884 in the Elwood Building. (The Elwood, at the Four Corners, has been replaced by the Security Trust building.) No matter how tall the building, a letter dropped in the chute lands in a main collection box on the ground floor. By 1910, thousands of Cutler Chutes were in buildings throughout the world. Rochester showed its gratitude by electing inventor James G. Cutler mayor of the city.



On Sept. 16, 1875, the first specially made postal railroad car was loaded with mail and attached to a train. Letters were sorted and distributed in transit.

The Railway Mail Service worked so well that it was adapted

to streetcars, or trolleys. Rochester's Trolley Post Offices (1896-1908) ran along some routes; mail collected from letter boxes along the way was sorted en route to the main post office. The rolling P.O.s lost speed as automobiles and traffic jams multiplied, and finally were eliminated.



In 1934, a new main post office on Cumberland Street was built and declared "unsurpassed in efficiency." A tunnel connected it to the railroad station so mail could be rushed to the trains. It was expected to meet Rochester's postal needs for the rest of the century.

It missed the mark by 23 years. The building was demoted to substation in 1977. The tunnel became outdated, and the fast mail train, like the Pony Express, faded into the sunset.



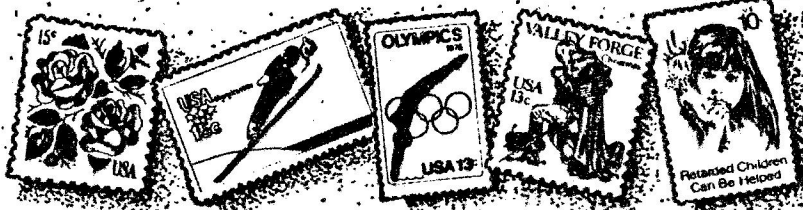
Today, most first-class mail goes by air, a circumstance foreshadowed on Oct. 21, 1911. To demonstrate air delivery, a plane was loaded with mail near the site of Strong Memorial Hospital, and flown to Genesee Valley Park. Mail sacks were dropped to a roadside, picked up by postal officials, and rushed to the post office for processing.

Even faster mail is on the way. A mixed bag of electronic devices, still being developed, may someday flash letters on a screen in your living room the same day they are written. We've come a long way from Abelard Reynolds and his pigeon-hole desk.

Philately fever

The U.S. Postal Service has finally caught on to something that Liechtenstein knew long ago: There's money in postage stamps. Not the stamps people stick on letters, but the ones they stick in albums.

Liechtenstein's main export is postage stamps. Eighty years ago, the country began churning them out in a variety of colors and sizes, strictly for sale to stamp collectors. The tiny principality, less than half the size of the town of Penfield, has been solvent ever since.



Today, our own postal people cater to stamp collectors as never before. Dazzling new issues flow off the presses in a steady, colorful stream. Everything and anything that can justify being commemorated may appear on a stamp, sooner or later.

The Rochester General Mailing Facility on Jefferson Road in Henrietta is one of 150 Philatelic

Centers in the country. As such it sells stamp collecting kits, mint sets of commemorative and special stamps, plus philatelic books and collectors' paraphernalia.

It promotes stamp collecting as a hobby right down to the primary grades. Jeri McAuliffe, a customer service representative at the Rochester center, establishes Benjamin Franklin Clubs for area

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Increase asked in postal rates



(3)

New York Times

WASHINGTON — The United States Postal Service proposed raising its rates an average of 28 percent yesterday. Under the plan, first class letter rates would go from 15 cents to 20 cents, the biggest increase ever.

Postage rates, which have not been increased since May 1978, are subject to approval by the independent Postal Rate Commission.

Even though the Postal Service applied yesterday for approval of the rates, Postmaster General William F. Bolger said he expects that the new rates would be cleared no sooner than next year.

The Postal Rate Commission has never turned down a package of requested rate increases. But it has occasionally modified some rates.

Yesterday's rate proposals are based on expectations that federal subsidies will continue at present levels — rather than undergo cuts being discussed now on Capitol Hill.

It also presumes that weekly postal service would continue to function Monday through Saturday.

Federal budget cuts that could eliminate more than \$700 million in public service payments, even with the increases approved, could require cutting service back to five days a week.

Bolger said he would choose service cuts rather than ask still another increase in postage rates.

Largely because of inflation, and particularly a series of wage increases triggered by the climbing Consumer Price Index and increases in fuel prices, the Postal Service projects a deficit this year of \$593 million. Only last year the agency had its first revenue surplus since the 1940s.

Bolger said that in some respects the new rate proposal is unique. It contains many increases in various rates, such as for letters, parcels and advertising leaflets, but it also includes some rate reductions and some incentives for mailers to pre-sort their mail in exchange for reduced charges.

Highlights of the proposal include:

- First class letters would cost 20 cents for the first ounce, and 17 cents for each subsequent ounce of weight in the same letter — compared to 15 cents for the first ounce and 13 cents for each subsequent ounce now.

- Third class bulk mail, which includes such commercial items as catalogs, advertising circulars and leaflets, would increase 17.7 percent.

- Parcel post rates, which vary according to the distance a parcel is being sent, would increase an average of 8.4 percent; and second class items, including newspapers and magazines, would increase only 1.9 percent.

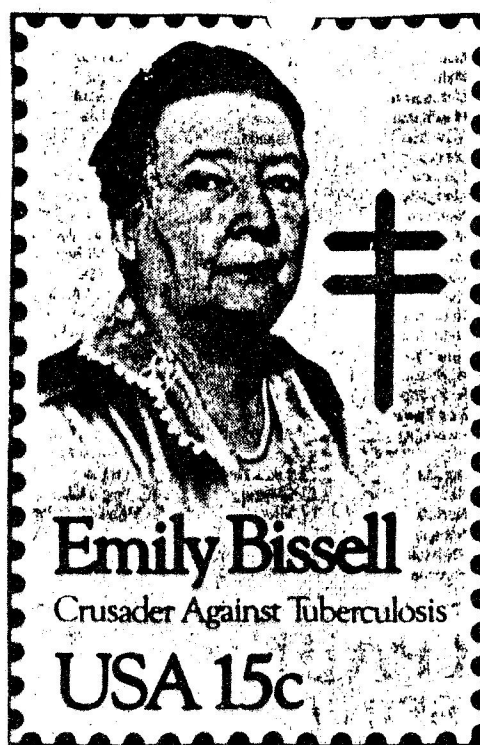
- Among items that would have reduced rates under the proposal are "in-county" rates for newspapers, down 15.2 percent; nonprofit rates for publications of nonprofit organizations, down 6.2 percent; educational materials, down 5.2 percent; nonprofit third class material such as newsletters and fundraising appeals, down 5.7 percent.

Bolger also said the Postal Service is considering a proposal to offer a holiday season discount, possibly to begin at Christmas time in 1981.

"A reduced rate would be justified on the basis that it would generate additional volume and revenues and at the same time allow us to make more efficient use of our work force during the peak mailing season," Bolger said.

The new rates are expected to generate about \$5 billion in new revenues, Bolger said, with letters contributing more than half of the increase.

This year the postal service has been stung twice by mandated wage increases.



62 BUSINESS WEEK: April 21, 1980

Why it will cost more for less postal service

Postal Service users are about to be hit with a double whammy—reduced mail deliveries and higher rates.

The Carter Administration and the Senate and House Budget Committees all are calling for elimination of one day of delivery service as a means of cutting expenses to help balance the federal budget. But beyond that, the U. S. Postal Service will almost certainly be forced to raise its rates an average of 30% early in 1981 if it is to avoid slipping into the red by \$2.4 billion in the coming fiscal year. Postal salaries tied to the rising consumer price index, along with spiraling gasoline costs, are expected to prompt the agency's governing board to recommend price increases across the full range of mail services at an Apr. 20 meeting.

If the independent Postal Rate Commission approves, the cost of a first-class stamp could rise to 20¢ by next March. Increases will also hit other types of mail in percentages yet to be determined. Despite its first surplus in 34 years—\$470 million for fiscal 1979—the Postal Service says it has been more than two and a half years since the last rate increase and "a general rate increase will be needed in 1981."

8¢ an hour. "When the consumer price index for February was announced, it cost us \$110 million, or 8¢ an hour per worker, in cost-of-living adjustments," Postmaster General William F. Bolger told the House Post Office & Civil Service Committee late in March. A previous CPI increase in January had cost the Postal Service \$120 million.

The average unionized postal worker had annual wages and benefits worth \$20,576 as of Feb. 22. Employees will receive a cost-of-living increase of about \$750 on May 17 and another \$500 in a general raise on July 21. Bolger contends that wages, which account for 86% of the Postal Service's \$19.2 billion budget, should be linked to productivity increases rather than to the inflation rate. Rising gasoline prices also are fueling the agency's problems by increasing the cost of keeping delivery vehicles going.

The Postal Service will continue to reduce business mailers' rate increases if the mailers perform such tasks as pre-sorting of mail. "The Postal Service is moving toward 'unbundling' its rates in an attempt to be more competitive with private carriers," says Van H. Sea-

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*Does the R.P.A. have a correct mailing address?

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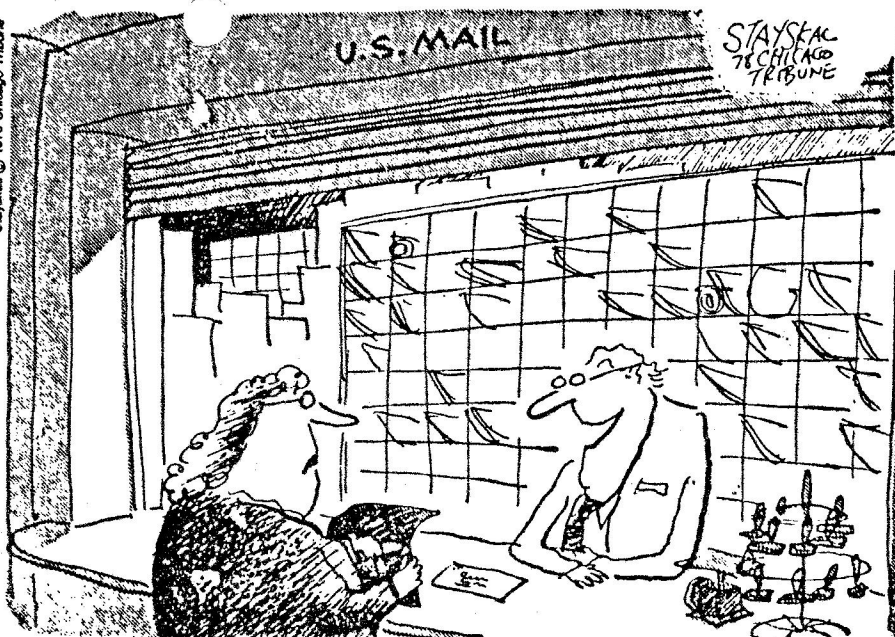


school children in grades 4 through 6. The Philatelic Center provides albums, miscellaneous stamps and information about starting a collection. About 1,600 children are enrolled in more than 100 Franklin clubs in the Rochester area.

"Stamp collecting is a learning tool," Ms. McAuliffe says, "and it's informative. We show a film on how stamps are made and tell them the history of stamps. They find it fascinating, and those that stick with it will likely find it profitable in the long run. Many stamps have a tendency to grow in value."



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STAYSKAL
TECHNICAL
TRIBUTE

4.

"A stamp for your letter will be 15 cents . . . Now, would you also like to have it delivered?"

Radio Quiz ans.

The Rochester Philatelic Association meeting of January 24, 1980, consisted of a series of Quizzes. A tape was played from a recent transmission/broadcast of a program from Radio Sweden called Stamp Corner. Radio Sweden's Stamp Corner Program had a Stamp Contest called Swedish Stamps of the Past. The answers to the contest were presented on the program of March 3, 1980. However, receiving conditions were poor on that night, and though I taped the program for use at a future meeting, I came to the conclusion that it would be better to give the answers in an article in the Hinges and Tongs. Any members who may have participated, and sent Radio Sweden their answers to the Stamp Contest, should receive in the mail from Radio Sweden a consolation prize if your answers were correct. However, if your answers were not sent in, you can not participate any more as the contest is closed.

The questions were the following:

Question 1 - In March, 50 years ago, Sweden issued a 35 ore stamp in its running series with the King's Portrait, who was the king? Name and Number.

Answer 1 - King Gustav 5.

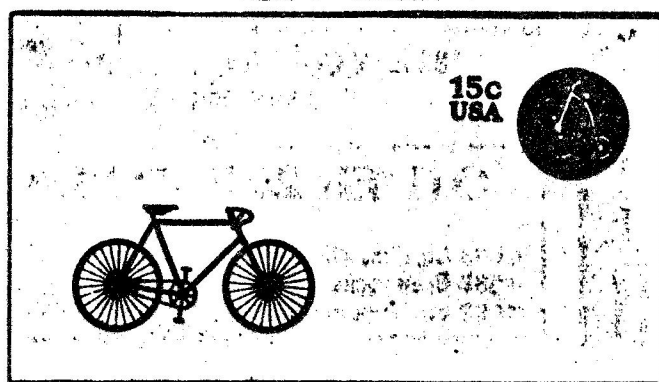
Question 2 - In May, 50 years ago, Sweden issued its first stamps of a very special kind, what kind was that?

Answer 2 - Night Airmail or Airmail.

Question 3 - In May, 25 years ago, Sweden issued a set of stamps to commemorate a very special event, what was that? It was not the big International Philatelic Exhibition held in Stockholm that year, that issue came in July.

Answer 3 - 1955 marked the 100th Anniversary of the issuance of the 1st Swedish Stamp.

I would be interested in hearing about any member who participated in Radio Sweden's Stamp Corner Contest, and received a prize from them, Jim Trenton.



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				1	2	3
4	5	CANADA-6 ENDANGERED WILDLIFE TWO 17¢ STAMPS	7	* 8 * LONDON '80 MAY 6-14	9	* 10
11	12		13	14	15	16
					U.S.A.-16 BICYCLING 15¢ EMBOSSED ENVELOPE	17
18	19	USA.-20 DOLLY MADISON 15¢ REGULAR DIMINUTIVE SIZE	21	22	23	24
25	26		27	28	CANADA-29 REHABILITATION, GARDENING, 17¢, 17¢, STAMPS	30
						USA.-31 EMILY BISSELL 15¢ STAMP

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graves, a former postal employee and now the publisher of a postal newsletter. "The governors will include in their rate package proposals for doing less for a mailer in exchange for lower rates." Today, for example, businesses and organizations pay 13¢ a letter rather than 15¢ for first-class mail that they sort themselves. Rates are also cut if mailers transport their own mail to central postal facilities for processing and delivery. **Never on Saturday?** While the Postal Service struggles with its rate package, President Carter has asked the agency to trim its appropriations request as part of the drive to balance the budget. Agreeing with the Administration, the House Budget Committee has recommended that the postal subsidy for fiscal 1981 be reduced by \$836 million, and the Senate Budget Committee has suggested a decrease of \$600 million.

If Congress passes appropriations cuts of this magnitude, says Bolger, eliminating a sixth day of mail delivery could be the only way to make ends meet. By dropping a day of delivery, the Postal Service could save from \$500 million to \$600 million a year, although only half that savings could be achieved in the first year.

Saturday is the day most frequently cited as the one that would lose deliveries, but a day in the middle of the week might be chosen instead. "Existing studies on these matters are limited and dated," says Bolger. "They do not tell us which customers would be most affected by such a move and whether dropping Saturday delivery would be least disruptive." The Postmaster General has formed two task forces to examine both these questions and the impact such a move would have on letter carriers. ■